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LONDON OFFICE: 131, FLEET STREET, EC**The Daily Press.**

HONGKONG, M.Y 2ND, 1912.

It is an ancient saying that "necessity is the mother of invention." This is strikingly illustrated in the ideas which have been ventilated as a consequence of the general strike of coal miners in Great Britain. For example, Sir WILLIAM RAMSAY, the distinguished British scientist, President of the British Association, recently at the opening of a Smoke Abatement Exhibition gave publicity to an idea for greatly reducing the present scale of the coal mining industry. The ideal state of things, he said, would be to have gas retorts in the bowels of the earth. He announced his firm belief that something would be done in the way of not raising coal but letting it be underground, burning it there and taking of the gasses.

A large colliery owner has expressed his readiness to let Sir WILLIAM make the experiment on a very small scale, and as the distinguished scientist remarked on a more recent occasion, adopting words used by one of the martyrs of the Reformation, "if it succeeds, a candle may be lighted in England which will not be extinguished in our time." The whole world will await the result of this experiment with deep interest. In another part of our issue to-day will be found an interesting account of a "gas to coal" which the great strike forced into prominent public notice. A patent gas plant capable of

producing from any combustible refuse a gas greater in calorific value and richer in hydro-carbons than the producer gas from coal. The greatest and most immediate result of the coal strike, however, must be looked for in the shipping world. A great advance has been made in the utilization of oil fuel on ships within the past few years, and the sailing of the East Asiatic Company's new liner *Selandia*, from Europe to Bangkok, occurring as it did, coincidentally with the coal strike, attracted much more than passing attention. The voyage has been completed with the most satisfactory results, and two other funnel-less liners will before the year is out be employed by this Company on the same run. It cannot be doubted that within the next ten years these funnel-less steamers will be much more familiar objects on the high seas than they are now.

Mr. CHURCHILL in his recent speech on the Navy Estimates remarked, that oil as a fuel offers enormous advantages to ships of all kinds, and if, as is promised, internal combustion engines of sufficient power to drive warships can be perfected, all the advantages of oil would be multiplied three or four times over. On the other hand, Mr. Churchill asked the very pertinent, and very important question so far as the use of oil by British ships is concerned: Could we make sure of oil at reasonable prices in time of peace and without restriction in time of war? Could we accumulate and store a reserve in Great Britain for our ever-growing requirements, and properly protect it both from aeroplane and sabotage? Undoubtedly the adoption of oil as a motive power does raise anxious and perplexing problems, especially for Great Britain. The First Lord of the Admiralty said the subject was receiving continuous attention.

Until a satisfactory solution of problems of the character indicated above is offered there will be a justifiable hesitation to make the change. While coal remains in favour as fuel for steamships Great Britain occupies a position of absolute independence. Her coal beds are ample to meet all requirements. Practically no oil-fields exist in the United Kingdom, and consequently British consumers would be very largely dependent on foreign supplies of oil fuel. It is of interest in this connection to observe the reports of great developments in the oil fields near Suez, and large oil areas are to be developed in Turkey. It is stated that at present the Red Sea area is producing about a quarter of a million tons of crude oil a year, but that amount will soon be increased and an oil refinery will be set up on the Egyptian coast. Meanwhile large quantities have been sent to be refined in Asiatic refineries. These developments are certain to be material factors in the consideration given by the shipowners to the question of building vessels for oil-power, for if ample supplies are obtainable in the neighbourhood of Suez we may look forward with confidence to a considerable use of the funnel-less steamer in the Far Eastern trade.

A Chinese was fined \$3 at the Magistracy yesterday for being unlawfully in possession of opium.

A number of dead bodies were picked up in different parts of the City yesterday, in many cases death being due to plague.

At the Magistracy yesterday a Chinese was charged with having kidnapped a child from Wei Chow on April 24th. The case was remanded for a week.

An international rubber congress and exhibition will be held at Batavia in April, 1914. It is being organised by the Netherlands Indies Agriculture Syndicate.

A European lady residing at Fairlee, while walking down Poole Road, on Tuesday, had her bag snatched from her hand by a Chinese who came out from the scrub at the side of the road.

The death is announced of two well-known Yokohama residents—Mr. G. K. Dinsdale, who has lived in Japan for forty years, and Mr. A. G. Price, of Messrs. Dodwell & Co., who died from typhoid fever.

The *Peking Daily News* of April 22nd says:—"We learn from reliable sources that it is pretty certain that Sir Francis Taylor Piggott, Chief Justice of the Supreme Court, Hongkong, will be appointed Legal Adviser to the Chinese Government."

A marriage has been arranged between Lieutenant Francis Heathcote Gordon Walker, R.N., H.M.S. *Astrea*, China, youngest son of the late Mr. J. H. Walker and of Mrs. Walker, of Westwood, Newport, Fife, N.B., and Phyllis Duncomb, younger daughter of Mr. and Mrs. John Shuter, of Blackheath, Kent.

At the public examination in bankruptcy of Mr. J. G. Boyd at Singapore last week, the debtor stated that the total amount of his indebtedness to Shanghai creditors was \$131,428 and he owed \$7,000 to other creditors.

Mr. L. H. Clayton, who is being transferred to Singapore as Secretary for Chinese Affairs, was recently presented by the staff of the Immigration Department of Penang with an address, which made reference to the satisfaction entertained by Indian coolies, attributed to his administration.

News reached the Capital recently that Mr. Yuan Keting, the eldest son of the President, fell from his horse in Changchun-fu, when the animal stumbled, owing to the bad condition of the country road, and sustained some injury to his skull. He is attended by Drs. Wang and Mooney. The services of Dr. Hazard have also been secured. According to the latest news, the condition of Mr. Yuan is improving and the doctors are confident that he will soon recover from his injury.

With a total population in Singapore of 20,000, remarks the *Straits Times*, Wales can manage to celebrate St. David's Day in a manner befitting the occasion. Scotland with 477 representatives always recognises its patron saint, and there is no doubt that the 230 loyal Irishmen honour St. Patrick on March 17. But for some unknown reason the 3,578 English people in Singapore give St. George the cold shoulder, and were it not for the fact that hotel enterprise seizes the opportunity of arranging special dinners and dances for April 23rd many Englishmen would probably forget everything about their patron saint.

The Hon. Sir Kai Ho Kai, who has been staying with Dr. Wu Ting Fang at Shanghai, lectured last week on the premises of the World's Students' Association, on essentials for success of enterprise. He said that to attain success, not only was unity essential, but individual effort, each doing his best, one supporting the other, with indomitable perseverance and strong conviction, was of paramount importance, especially in the case of a public enterprise, when the object in view was the general welfare of the people. Mr. Pope, of the Shanghai-Nanking Railway, and Mr. Li Teng-hui also spoke. Among those present were Dr. Wu Ting Fang, Ivan Chen, the new Commissioner of Foreign Affairs of Shanghai, and many other men of distinction.

H.K.C.C. TENNIS TOURNAMENT**SINGLES CHAMPIONSHIP FINAL**

The attendance of tennis enthusiasts at the cricket ground yesterday afternoon was larger than during the whole progress of the tournament. The reason for the big turnout of those who take more than a passing interest in the game was easily accounted for, as the final of the Singles Championship was to be played. The contestants were Messrs. H. A. Nisbet and H. Hancock. Almost from the first service it could readily be seen that the players were well matched, and the fact that Nisbet won by a margin of only three games in five sets showed how close was the play. Nisbet took the first game, 6/2, but Hancock equalised matters by winning the second set, 6—4. The third set went to seven games, and Nisbet won it more by an accurate service than by any marked superiority in the other strokes. Hancock took the fourth set, 6—4, and excitement ran high as the players entered on the fifth and concluding set. Though Nisbet was palpably tired, he made very few mistakes in volleying, though on several occasions his lobbing was weak. Hancock improved his service on the game won and he invariably had Nisbet on the go. The last set ran to eight games, the last two being particularly worth watching. Both men played beautiful tennis, their service, volleying and placing being wonderfully accurate. Nisbet managed to score home by two strokes only.

The scores were:

H. A. Nisbet, v. H. Hancock, 6—3, 4—6, 7—5, 4—6, 8—6.

In the final of the "B" class, Doubles Handicap, Capt. Agg. and Capt. Simon easily defeated Dr. Koch and Dr. Grone.

A FALSE AND CRUEL BUMOUR.

Mrs. Rodyke, a lady who has been engaged for some years in insurance business in the Straits and in China, heard some time ago that a malicious report was in circulation that owing to some hotel dispute she could not return to Penang. She did not pay much attention to the matter at first, but on finding that someone had sent it ahead of her to Hongkong, she determined to return here and have the allegations refuted. As the name of Major de Hamel, chief of police at Penang, had been mentioned, her solicitors wrote to that gentleman to inquire if there was any justification for the statement. Major de Hamel in his reply says: "Mrs. Rodyke has always behaved herself as a lady in Penang to my knowledge, and as a British subject she must be fully aware that she is free to come and go as she pleases." This of course finally dispenses of the cruel rumours.—*Straits Times*.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE "TITANIC" CALAMITY.**WIDOW SUES FOR LOSS OF HUSBAND.**

LONDON, May 1st. A Washington message states that Mrs. Louise Robbins is suing the White Star Company in the Admiralty Court for the loss of her husband, who was valet to Mr. Astor, by the sinking of the *Titanic*.

MR. ISMAY RE-EXAMINED.

Mr. Ismay has been recalled before the Senate Committee and questioned closely on the affairs of the International Mercantile Marine. He declared that there was nothing in the mail contracts demanding a high speed. He paid a tribute to the conduct of Captain Smith. He, Mr. Ismay, in no way interfered with the management of the *Titanic* during the trip, though he remembered telling a passenger that he intended trying the speed of the *Titanic* on the 18th April. He indignantly repudiated the suggestion that anyone connected with the White Star Line was attempting to increase the insurance on the 15th April. He sent a wireless message to Mr. Franklin on that date, but he did not receive it until two days later. He thought the construction of the liners must be changed, and the number of passengers carried reduced in order to increase the number of lifeboats.

The Committee has adjourned till Friday.

RETURNING WITH THE DEAD.

Reuter's correspondent at Halifax telegraphs that the *Mackay Bennett* has arrived there. The church bells were tolled and flags were flown at half-mast.

As many as 120 bodies for which there were no coffins were piled on the deck forward; 70, including that of Mr. Astor, were in rude boxes aft, and 118 others were buried at sea owing to lack of accommodation and to decomposition. It took four hours to transfer the bodies to the morgue.

STEAMER STRIKES SUBMARINE MINE.

LONDON, May 1st.

Reuter's correspondent at Smyrna telegraphs that the local steamer *Texas* struck a submarine mine at the entrance to the Gulf of Smyrna and sank, 140 being drowned.

A Constantinople message states that the estimates of the loss vary. It appears that the explosion injured many.

ANGLO-GERMAN RELATIONS.

LONDON, May 1st.

At question time in the House of Commons, Mr. Asquith said that Anglo-German relations were on a footing enabling a frank and friendly discussion on matters of mutual interest.

A Berlin message states that Herr Kiderlen Von Waechter, the German Minister for Foreign Affairs, in the debate on the Reichstag on the Defence Bills, which are mainly of a confidential nature, gave an account of the international situation. He alluded to the negotiations with Great Britain, which were continuing.

EUROPEAN PEACE PROSPECTS.

LONDON, May 1st.

A Vienna telegram states that Count Berchtold, Minister for Foreign Affairs, delivered to the Hungarian Delegation a pacific speech emphasising the unchanged character of the Triple Alliance and pointing out that it would be the sincere endeavour of the Government to cultivate good relations with Great Britain now that the misunderstanding momentarily arising over the annexation of Bosnia had passed. He made reference to the apprehension regarding the Dardanelles and pointed to Italy's assurances at the beginning of the war that she intended to maintain the *status quo* in the Balkans. He had every reference to believe that Italy would not depart from these assurances. Meanwhile the Government intimated that the Dardanelles would be re-opened as soon as imminent danger was over.

INDIAN INDENTURED LABOUR.

In the House of Commons, Mr. Montagu, Under Secretary of State for India, announced that Germany had not yet made any proposals for the importation of Indian labourers to Damaraland. Unless such a request were received it would be premature to discuss details.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

BRITISH POLITICS.**THE DISPOSAL OF THE SURPLUS.**

LONDON, May 1st. Much interest is being manifested in the disposal of the six and a half millions sterling surplus from last financial year.

Mr. Lloyd George, the Chancellor of the Exchequer, intimated in the House of Commons last night that part might be necessary to meet the losses due to the coal strike and part to meet the expenditure of £600,000 for the Navy from the previous year. The Government had decided to take this step owing to the uncertainty of possible liabilities for the Navy. Mr. Churchill had made it clear that if foreign programmes were altered the House of Commons would be asked for further powers.

Mr. Lloyd George affirmed that "We do not know what the position is even now, and we do not know what our liabilities may be. Anyhow, whatever it is we have to face it." He said that the subject would be again raised in the Committee stage of the Budget, when further information might be available.

The Government majority after Mr. Lloyd George's statement dropped to 47.

THE HOME RULE BILL.

Mr. Churchill, in moving the second reading of the Home Rule Bill, said that Home Rule had never been a separatist movement. The present demand was moderate and reasonable. Never before had so little been asked, and never before had so many asked. It was not even a demand for colonial autonomy.

Assuming a complete divergence of views in the event of war, the Irish Parliament would be unable to add to our military risks, but he denied the likelihood of such a divergence, as the Bill would remove every ground for quarrel. Identity of interests was then absolute, and anything that would ruin England would mean the ruin of Ireland. The gain to the Empire would be the greatest and the risk to Britain the smallest.

Mr. Churchill made a strong appeal for the co-operation of Ulster. He admitted that Ulster was a serious obstacle to a thoroughly satisfactory settlement and that every citizen was entitled to resist oppression. It would, however, be a great disaster to Ireland if the Protestants in the North held aloof from the National Parliament. Ulster had duties as well as rights, and the Protestants in the North had a plain duty to their co-religionists in the rest of Ireland.

No one, continued Mr. Churchill, could measure the blessings which Ulstermen had the opportunity of conferring on their countrymen, or the fame and honour which they would reap if they led a united Ireland home. It is their duty to bring the ship safely to port, but, if they refuse, they shall not obstruct the work of salvage," he concluded.

Mr. Walter Long said the Unionists were not prepared to desert their Ulster friends and advise them to accept a Bill which would bring, not peace, but war—a bitter war in every clause.

Regarding national defence, the Government was not entitled, not even for a final settlement, to incur the risks undoubtedly involved. The financial provisions were unsound and dishonest. The greatest imposture of all was the pretence that the Bill would help toward Federalism. It would make Federalism ten times more difficult, and the Opposition were united in their determination not to desert their friends in Ireland and to defend interests which were common to both.

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At Newmarket the betting on the course for the Two Thousand Guineas is 11 to 10 against White Star.

Among the probable starters for the Two Thousand Guineas are: Kempion, Winter, Tracery, Waits, Jingling Geordie, H. Jones; Cygland, O'Neill, Javelin, Higgs, Sweeper II, Maher, Aleppo, Clark, Absurd, Stern, Hall Cross, Saxby, White Star, F. Wootton, Lom, Carslak, Cybba, F. Templeman, Jaeger, Walter Griggs, Oiseau Bleu, Ringstead, Lorenzo, Trig, John Amendall, Earl.

The betting is:—Evans White Star, 2 to 5 against Sweeper II, and Hall Cross, 7 to 1 against Jingling Geordie, and 9 to 1 against Cygland.

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WELCOME TO THE CHIEF JUSTICE.

Yesterday morning there was a large attendance of the legal profession in Hongkong assembled at the Courts of Justice to welcome and congratulate the Hon. Mr. Kees Davies, K.C., on his appointment as Chief Justice of the Colony. Among those present were the Hon. Mr. C. G. Alabaster, Acting Attorney-General; Hon. Mr. H. E. Pollock, K.C.; Mr. M. W. Siade, K.C.; Hon. Sir Kai Ho Kai; Mr. Eldon Potter; Mr. W. V. Drummond, of the Shanghai Bar; Mr. J. H. Kemp, Crown Solicitor; Mr. P. M. Hodgson, Assistant Crown Solicitor; Mr. H. A. Nisbet; Messrs. M. J. D. Stephens, J. Scott Harston, P. W. Goldring, C. Willson, H. J. Gedde, H. K. Holmes, S. W. Tso, L. R. Needham, Otto Kong Sing, F. X. d'Almada e Castro, Leo d'Almada e Castro, E. Davidson, and Bulmer Johnson.

The ATTORNEY-GENERAL—May it please your Lordship, as this is the first occasion on which your Lordship takes your seat as holder of the substantive appointment of Chief Justice of this Colony, I should like to say on behalf of the Bar how much we welcome you in that appointment. We have known your Lordship for some years now, both on the Bench and at the Bar, and we have the fullest confidence that your Lordship will continue to maintain, in the honourable position which you now hold, as you have done in the past, the highest traditions of both. I feel myself fortunate in seeing here joining in this welcome not only the senior King's Counsel on the roll of this Court but also the senior member of the outer Bar on either hand of me, and also to the right the senior practising solicitor on the rolls of this Court. They are all present to bid you welcome to-day.

The CHIEF JUSTICE—Mr. Attorney, I have to thank you most cordially as spokesman of the profession for the very kind way you have introduced me to this Court. I have had the honour for fourteen years of serving as Attorney-General three Colonies of the Crown, having been for all those years tossed on the billows which surround the life of a law officer, and it is pleasing to find a haven on the judicial Bench. It has always been my ambition at the Bar to stand well with my colleagues in the profession, and I hope to retain their good will and their confidence on the Bench. I am fully alive to the responsibilities of the high office which I have obtained. Litigation in Hongkong, with the points of importance and issues involved, is second to none in the British Empire. I am following in the lines of distinguished predecessors, and in the case of my immediate and learned predecessor he was a jurist whose legal achievements and standard works have established him as a very high authority on the law of nations. Whilst, I, therefore, approach my task with confidence, I am sure I will receive the cordial co-operation of the Bar and of the legal profession as a whole in discharging without fear or favour the duties entrusted to me by our Sovereign. I beg to thank you very much for the kindly welcome given me, and to the profession as a whole for testifying their congratulations by their attendance here to-day.

Mr. STEPHENS—My Lord, on behalf of the solicitors of this Court, I have pleasure in offering you our congratulations and welcome on your appointment to the high office of Chief Justice of the Supreme Court of Hongkong and of this Colony, and to add our hope that you may hold that office for many years to come. During a period of nearly forty years I have practised in this Colony. I have seen the office of Chief Justice of Hongkong filled by no fewer than six Chief Justices, and I have no hesitation in saying that the appointment of yourself to act in that office is one which cannot fail to give the greatest satisfaction to the solicitors of this Colony.

The CHIEF JUSTICE—I am very much obliged to you, Mr. Stephens.

Mr. DRUMMOND—My Lord, I gather that my friend the Attorney-General has in his words he has addressed to your Lordship specially included me in the invitation to all members of the resident Bar here, and I feel very much gratified at his kindness and courtesy in asking me to take part in this function and in joining the resident members of the legal profession in Hongkong in offering to your Lordship our congratulations upon your assuming the high office of which you take charge to-day. I have for very many years past had a strong feeling that the administration of justice by British courts is—constitutes in fact—the very foundations of the British Empire, and that its administration is watched with the keenest respect and admiration not only by the large number of Chinese who are resident in this Colony and subject to this Court but who are resident in various parts of this vast Empire. I think, therefore, that the administration of justice by British courts in many parts of the Empire places Great Britain at the very apex of Western civilisation in the eyes of the world. I will only add that I am quite certain that your Lordship will fully maintain the high traditions which have grown up around the exalted office of which you assume charge to-day.

The CHIEF JUSTICE—I am extremely obliged to you, Mr. Drummond. I feel extremely fortunate that so old a member of the Bar as yourself should be present to take part in this welcome, and I thank you very much indeed. This concluded the proceedings.

THE FAREWELL CONCERT TO MRS. GORDON.

The excellent concert given in the Drill Hall at the Volunteer Headquarters last night by way of farewell to Mrs. A. G. Gordon, one of the Colony's most popular vocalists, was attended by many old residents familiar with the willing assistance Mrs. Gordon during the whole period of her residence in the Colony. Among those present were the Hon. Mr. C. G. Alabaster, Acting Attorney-General; Hon. Mr. H. E. Pollock, K.C.; Mr. M. W. Siade, K.C.; Hon. Sir Kai Ho Kai; Mr. Eldon Potter; Mr. W. V. Drummond, of the Shanghai Bar; Mr. J. H. Kemp, Crown Solicitor; Mr. P. M. Hodgson, Assistant Crown Solicitor; Mr. H. A. Nisbet; Messrs. M. J. D. Stephens, J. Scott Harston, P. W. Goldring, C. Willson, H. J. Gedde, H. K. Holmes, S. W. Tso, L. R. Needham, Otto Kong Sing, F. X. d'Almada e Castro, Leo d'Almada e Castro, E. Davidson, and Bulmer Johnson.

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THE GREAT RAYMOND.

The Great Raymond, whose masterly exposition of his art has ensured for him full houses in almost every city he has visited, presented an entire change of programme at the Theatre last night. The audience was satisfactory, though the house was not packed. Raymond showed a number of very fine card tricks, his manipulation of the pasteboard tokens being carried out on a different scale to that adopted by any of his predecessors. His illusions were all clever and neat, and quite as bewildering as those shown at the opening performances. A special matinee was held in the afternoon, and was well attended.

SHIPPING NOTES.

A writ of arrest was placed on a mast of the German ship *Pisagua* at Dover, it is understood, the instance of the tugs which salved her after the collision with the P. & O. liner *Oceania*.

The steamer *Cambrie*, which was in collision with the *Arabian* last week between Hongkong and Swatow, was found when examined at Shanghai to have had her stem smashed in, twenty plates being badly damaged. The forepeak filled with water, but the collision bulkhead held, and there was no danger of the vessel sinking.

The *Manchuria Daily News* states that the Nippon Yusen Kaisha management thinks of placing the Company's *Kamakura Maru*, 6,165 tons, on its Kobe-North China line in addition to the str. *Away Maru*, 2,934 tons, taking effect from next June. The *Kamakura Maru* is now on the Company's Yokohama-Seattle line, and was built in 1897 by Messrs. Palmer, Clarke and Co., Ltd., Belfast. She is under command of Captain K. Soyeda, formerly of the S. M. R. Co.'s str. *Sankio Maru*.

NAVAL NOTES.

The sum of £25,000 is to be spent in oil fuel storage at Hongkong. The coal strike crisis will hasten the development of oil fuel in the navy.

Commander Cyril Peel, who has been appointed commander of the *Minotaur*, flagship of the China Squadron, has been in the service 22 years, and reached commander's rank in 1909. He previously served on the Station.

Under the new organisation of the British Fleets, which came into force yesterday, the China, Australia and East India Squadrons are grouped together under the title of the Eastern Fleet. Apparently closer inter-relations are to be henceforward established between these hitherto separate units.

INTERESTING QUESTION OF NATIONALITY.

"If your father is a Britisher and your mother is a Chinese you can't come to Manilla. It makes no difference if your grandparents are citizens of the United States." So the Supreme Court held in a decision in the case of Harry Atholl Edwards, who sought a writ of habeas corpus against Collector of Customs H. B. McCoy.

The board of special inquiry had denied to Edwards the right to enter the Philippines, on the ground that his mother was a Chinese woman of full blood. Counsel for Edwards contended that the race to which one belongs depends upon the race of one's father, and that of the mother has no influence.

The Supreme Court sustained the findings of the board of special inquiry.

HAMBURG LETTER.

[SPECIALLY WRITTEN FOR THE "HONGKONG DAILY PRESS"]

HAMBURG, April 10th.

LABOUR UNREST.

The coal strike in Great Britain has at last been officially terminated by a vote of 440 against 115 at the conference of the miners' federation last week, when it was decided that the narrow majority obtained in favour of a continuation of the struggle at the ballot of the men was not sufficient to justify such a step, a majority of two-thirds having on previous occasions been deemed necessary.

Orders have therefore gone forth for the men to return to the pits, and most of them are probably too happy to do so; still they are a stiff-necked lot, particularly in the northern counties, and it is by no means certain that everything will pass off smoothly.

To begin with, there are fears

expressed of a strike of the transport workers in England next month; in Antwerp and Ghent they have already threatened to turn out unless a minimum wage of six francs a day is granted by the employers, and here in Hamburg the dock porters are demanding an increase in their pay, although the pay-sheets of the past year prove that the men in regular employment with stevedores, etc., have been earning from M. 1,600 to M. 2,800 during the twelve months (foremen even more) and others not much less.

The coal miners in Saxony, Bohemia, etc., still hold out, but seem to be on the point of surrendering; on the other hand there are troubles amongst the labourers in the vineyards on the Rhine, where cases of sabotage have occurred in some of the best sites, and the movement is extending to the Moselle and other tributaries.

There seems to be unrest in nearly all trades and industries; discontent is everywhere smouldering under the ashes, shooting out into flames now and again; and it is to be feared that the admission of the principle of a minimum wage will not tend to improve matters.

The necessity of affording adequate protection to willing workers is becoming more apparent every day; people are beginning to see that it is the only way to counteract the combinations of organized labour and to prevent the entire trade of the country being placed at its mercy, as has recently been the case in England.

The losses direct and indirect in wages and otherwise sustained by the nation on this occasion are estimated by competent judges at between 40 and 50 million sterling, which means a material decrease in the purchasing power of the people and the possible loss of some of our customers abroad.

The German collieries have certainly profited by our inability to supply the latter, but whether they have gained a permanent

foothold in new markets the future will show. Be this as it may, the restoration of peace is hailed with satisfaction everywhere and will, it is hoped, give a fresh impetus to trade, which for some time past has assumed a somewhat quiet aspect.

The heavy industries however, have been displaying great activity all along, makers raising their quotations almost every week; the falling off in the demand was chiefly noticeable in the textile ones, but since the holidays there has been a little more enquiry for woollen yarns and goods, and that a pause should have occurred in the Manchester goods business is not surprising, as many spinners and manufacturers both in England and on the continent are well sold up to the end of the year and beyond. Cotton itself, however, in spite of this and an American crop of 16 million bales pretty well assured, continues to advance steadily in price, for although continental mills took advantage of the low prices ruling in the winter to stock heavily both with actual cotton and contracts, so that shipments to the continent from the United States are so far a million and a half bales in excess of those during the same period last season, spinners in Great Britain and America acted with less foresight and can consequently not keep out of the market. The revival of the demand for goods came much later in the United States than in Europe, but when it once set in the mills there bought largely and continue to do so, thus strengthening the hands of southern holders.

Moreover, planting has been delayed by heavy rains, floods, hurricanes and a low temperature, and although seasonable weather henceforth may still be in time to help to secure an ample crop it must necessarily be a late one.

THE TOBACCO CROP.

Glowing accounts are being received with regard to the tobacco crop in Cuba, which is said to beat the record. In the absence of cyclones and drought at the time of planting the young plant has had an unusually good start, the season continuing favourable throughout. Cutting of the leaves began in January and is almost over by now. The semi-monthly paper *El Tabaco* estimates the total yield at 700,000 tons, of which 175,000 tons in the Vuelta Abajo, 85,000 in the Vuelta Media, 80,000 in the Partidos and 410,000

in the remaining districts. Opinions as to the quality seem to differ, but it is hoped that it will be satisfactory in most sections.

GENERAL.

The shipping trade with the United States is threatened by a bill brought in Washington last week proposing to close the ports of the country under penalty of £5,000 to steamers belonging to owners who in the finding of any American court have infringed the Sherman Trust Act. This will apply to all the greatest English and German companies that have joined the shipping pool, and it is expected that they will leave no stone unturned to prevent the bill becoming law.

It is reported from Berlin that the Norddeutsche Lloyd in Bremen intends to establish a regular service of steamers between that port and San Francisco on the opening of the Panama Canal next year, but so far the news lacks confirmation.

Although, as I stated in one of my former letters, Bremen has been outstripped by Rotterdam and Antwerp, its trade has grown sufficiently to render an extension of the dock and quay accommodation necessary, and plans with that object in view have been prepared by the harbour engineers, and are now under examination.

The Hamburg Colonial Institute has lately purchased the Diaries and other papers of the great African explorer Dr. Emin Pasha. The former in eight volumes began with his departure for Egypt on October 15th, 1874, and extend over the whole of his stay in the interior up to the day of his death, the 23rd October, 1892, the only gap being the four months of his illness after meeting with Stanley. The remaining eleven volumes and numerous loose sheets contain most valuable notes and observations of all kinds and descriptions concerning the country.

EXCITEMENT IN SHANGHAI NATIVE CITY.

CUTTING OF QUEUES.

Considerable excitement seems to have prevailed in the City on Thursday afternoon, says the *N.C. Daily News*, when, as the result of a proclamation, queues were forcibly cut off in considerable number.

In the course of the attack upon this form of coiffure many took refuge in the French Concession, and as one of the men engaged in the work passed the boundaries and proceeded with his efforts there, he had to be arrested by the police.

The affair started by the issuing of a proclamation presumably coming from an official holding the rank of sub-prefect that all queues had to be instantly removed, and giving authority to the police and volunteers to cut off any which were found, besides imposing a fine of 35 upon those still clinging to the appendage. This work the police and volunteers proceeded to execute, and armed with scissors stationed themselves at the gates. Soon passers-by who had not discarded their queues were the object of unwelcome attention, and one and all found themselves queueless.

Not content with this, it is stated that the soldiers entered private houses, where the same procedure was followed. These doings caused not only the utmost excitement in the vicinity, but also grave alarm.

A climax seems to have been reached when a steamer with a couple of hundred passengers aboard arrived at the Chinese Bund from Tungchow. No sooner had the passengers landed than they were laid hold of by the queue-cutters, and once more hair went cheap. In trying to evade their aggressors some of the passengers made for the French Concession. In all likelihood they did not think of the protection which foreign jurisdiction would afford them from molestation, but took this way as the most convenient means of flight. Whatever their intentions may have been, they led at least one of their pursuers to cross the boundary, and as he seems to have attempted to carry on his work whilst there, the French Police took him into custody.

The prisoner was brought up at the French Mixed Court and sentence of three days' imprisonment was passed upon him.

PRESIDENT OF HARVARD IN TIENTSIN.

ADDRESS AT THE PEIYANG UNIVERSITY.

Dr. Eliot, Emeritus President of Harvard University, America, addressed a large gathering of students at the Peiying University recently.

In an eloquent address, which lasted half an hour, the distinguished visitor outlined the progress which the western world had made during the last one hundred years. Up to 150 years ago he said the thoughts and actions of the people in the West were the same as, if not more backward than, those of the Chinese people of to-day. Only two hundred years ago, the heads of criminals were still hung in public places in London and women's rights were unknown.

If the West had progressed since, it had been due to the "inductive" method of reasoning. One observed this especially in connection with the sciences, where careful observations, accurate methods and true results were principal features. Whilst in Shanghai, the speaker continued, he was particularly impressed with the careful drawings made by the students of the recently established Harvard Medical School. That showed that the Chinese possessed to the full the faculty of "the inductive method."

He had no doubt that, given an equal chance, the Chinese would before long contribute much to the modern knowledge of the world. But Chinese should at the same time study the good points of other nations, and wherever possible make improvements. Two points he wished to impress upon his hearers. These were: first, the education of women, and second, the belief in a divine Being, who governed our actions.

Dr. Eliot's address was listened to with marked attention by all present.

THE DARE TO DIES.

LEADER FINED AT SHANGHAI.

Liu Fah-piao, the founder of the "Dare-To-Die" band of soldiers, appeared on remand at the Mixed Court yesterday, on a charge of returning to the Settlement after having been expelled.

Much interest was taken in the case and General Li was among those present in Court. The accused, who was described in the charge sheet as an officer, married, of the Native City, was charged with returning to within the limits of the International Settlement after previously

been expelled therefrom, such sentence being dated January 6th, 1909. Further, having in his possession one loaded automatic revolver in contravention of bye-law thirty-seven. The accused had been remanded in custody from Monday,

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NOTICE.

Communications respecting Advertisements Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and general business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

FROM This Date and during my Absence from the Colony Mr. A. B. ROUSE will act as SECRETARY of the Society.

By Order of the Board,

C. MONTAGUE EDE, Secretary.

Hongkong, 2nd May, 1912. [651]

CHINA TRADERS' INSURANCE CO., LIMITED.

NOTICE.

FROM This Date and during my Absence from the Colony Mr. A. B. ROUSE will act as SECRETARY of the Company.

By Order of the Board,

C. MONTAGUE EDE, Secretary.

Hongkong, 2nd May, 1912. [642]

WANTED.

POSITION as BOOKKEEPER or as ASSISTANT in Export or Import Firm by experienced European who speaks English, French and German. Excellent References.

Apply— X.Y.Z., Care of "Daily Press" Office, Hongkong, 2nd May, 1912. [653]

GLEN LINE (McGREGOR, GOW & CO., LIMITED).

THE Steamship

"GLENSTRAE."

Captain Jas. McGillivray, will be despatched to LONDON and ANTWERP on or about the 31st May.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 2nd May, 1912. [654]

FROM EUROPE.

THE H.A.L. Steamship

"ANDALUSIA."

Captain Arielt, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th May will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 6th May, at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:

Ex.s. "Tatti" from Norrkoping.

Ex.s. "Kong Sigard" from Christiania.

Ex.s. "Jelo" from Christiania.

Ex.s. "Trelleborg" from Albus.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 1st May, 1912. [655]

NORDDEUTSCHE LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BUELLOW."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained. Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 8th May will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 8th May, at 9.30 A.M.

All Claims must reach us before the 15th May, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHE LLOYD,

MELCHERS & CO., General Agents.

Hongkong, 1st May, 1912. [656]

WANTED.

A SMART TYPEWRITING and CORRESPONDENCE CLERK, (Chinese), Good Knowledge of English and quick at figures.

Apply to— THE MANAGER,

Care of "Daily Press," Office.

Hongkong, 1st May, 1912. [641]

LIGHTEAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

PUBLIC COMPANIES

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-THIRD ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Offices, St. George's Building, on SATURDAY, the 4th MAY, 1912, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors, together with a statement of Accounts to 29th February, 1912, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th April to the 4th May, 1912, both days inclusive.

By Order of the Board of Directors,

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 17th April, 1912. [652]

ANGLO-JAVA ESTATES, LIMITED.

THE SECOND ANNUAL GENERAL MEETING of the SHAREHOLDERS of this Company will be held at No. 10 Canton Road, Shanghai, at 4 P.M. on MONDAY, the 13th MAY, 1912, when the Directors' Report and Statement of Accounts for the Nine Months ended 31st December, 1911, will be presented.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 13th May, both days inclusive.

By Order of the Directors,

J. A. WATTIE & CO., LTD., Secretaries and General Managers.

643 JAVA CONSOLIDATED RUBBER AND COFFEE ESTATES, LTD.

POSITION as BOOKKEEPER or as ASSISTANT in Export or Import Firm by experienced European who speaks English, French and German. Excellent References.

Apply— X.Y.Z., Care of "Daily Press" Office.

Hongkong, 2nd May, 1912. [653]

GLEN LINE (McGREGOR, GOW & CO., LIMITED).

LAWYER

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN to SHAREHOLDERS of the CLUB HOTEL, LTD., that the TWENTY-THIRD ANNUAL MEETING of the SHAREHOLDERS of the Company will be held at the CLUB HOTEL on TUESDAY, 14th MAY, 1912, at 5.30 P.M. for the purpose of receiving the Director's Report and Accounts for the year ended 31st December, 1911, and for general purposes.

The TRANSFER BOOKS of the Company will be closed from the 6th to the 15th of May, both days inclusive.

By Order of the Directors,

J. A. WATTIE & CO., LTD., Secretaries and General Managers.

644 JAVA CONSOLIDATED RUBBER AND COFFEE ESTATES, LTD.

NOTICE OF REMOVAL

NOTICE.

WE beg to notify the Public that our Office has been REMOVED to the First Floor of POWELL'S BUILDING, 12, Des Voeux Road Central.

HUME & REILLY.

Hongkong, 29th April, 1912. [625]

NOTICE.

THE OFFICE of the CREDIT FONCIEE D'EXTREME-ORIENT has been REMOVED from Queen's Building to 2nd Floor, PRINCE'S BUILDING, opposite the King Edward Hotel.

Hongkong, 30th April, 1912. [629]

NOTICES OF FIRMS

NOTICE.

M. R. WILLIAM GILBERT WORCESTER has This Day been admitted a partner in our Firm, which will continue to carry on the business of Share and General Brokers as heretofore under the style of "MOXON & TAYLOR."

MOXON & TAYLOR.

Hongkong, 1st May, 1912. [640]

NOTICE.

NO ORDER or Orders for Machinery, Goods or Working Materials to be Supplied to the GLASS FACTORY at New Kowloon, or to the WEAVING FACTORY (亞通公司) in Canton, or to the YUE YICK LIME-SAND BRICK FACTORY at MIT LI SHA, Fat Shan, (佛山茉利沙), ARE VALID, unless they are Signed by the Undersigned, or during his absence from Hongkong, or Canton, by his locum tenens in Hongkong, Mr. Wong Yen Po, and also accepted by the latter with the stamp of the YU WO FAT Firm (裕和發).

THIO TIAUW SIAU.

張 勝 瑪

Hongkong, 1st May, 1912. [642]

PICNIC PARTIES.

LAUNCH FOR HIRE.

THE Handsome "KING EDWARD HOTEL" LAUNCH can be Hired for Picnic Parties by the Hour or Day.

Apply for Terms to the Manager.

H. HAYNES.

Hongkong, 1st March, 1912. [389]

WANTED.

A SMART TYPEWRITING and CORRESPONDENCE CLERK, (Chinese), Good Knowledge of English and quick at figures.

Apply to— THE MANAGER,

Care of "Daily Press," Office.

Hongkong, 1st May, 1912. [641]

INTIMATIONS

LANE, CRAWFORD & CO.

HOUSEHOLD DRAPERY DEPT.

JUST UNPACKED

DAMASK TABLECLOTHS, NAPKINS, TEACLOTHS, etc. COTTON and LINEN SHEETINGS, MOSQUITO CURTAINS, TURKISH BATH TOWELS.

HARDWARE DEPT.

KITCHEN UTENSILS

OF

EVERY DESCRIPTION.

FILTERS and FREEZERS.

BRUSHWARE and TINWARE.

LANE, CRAWFORD & CO.

INTIMATIONS

SCENIC RAILWAY.

THE same as was shown at the Hongkong University Bazaar, WILL BE OPEN to the Public

from WEDNESDAY, 1st MAY, 1912, at the OLD LAND OFFICE in Queen's Road (opposite the foot of D'Aguilar Street).

36—EXTRA FILMS—36

Will be exhibited, so that passengers may go ROUND THE GLOBE with all the thrills and excitement of a railway journey in the record time of HALF AN HOUR.

OPEN DAILY, OPEN DAILY,

from 2 P.M. to 11 P.M.

A Fresh start made every 30 minutes.

FARE 50 Cents.

Hongkong, 27th April, 1912. [623]

ENTERTAINMENTS

THEATRE ROYAL
TO-NIGHT! TO-NIGHT!

THE GREAT Raymond

RAYMOND,
THE LAST WORD IN MAGIC,
THE GREAT ILLUSIONIST,

Will give his First Performance in Hongkong
TO-NIGHT.

TO-NIGHT that Performance will be

"THE TALK OF THE TOWN."

Qualify Yourself to Voice an Opinion.

It is sure to be favourable to RAYMOND.

By kind permission of Col. HAMILTON and Officers the Band of the R.O.Y.L.I. will be attendance.

PRICES: \$3.50, \$3, \$2 and \$1.

Booking at MOUTERIE'S.

Late Car to the Peak.

Only

POWER FOR NOTHING.

NEW FUELS TO COAL.



NAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER
150 YEARS.THE SAME TO-DAY AS IN
1745.BEWARE OF
IMITATIONS.SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and for ALL WINE MERCHANTS.

[62]

Warm Days

bring with their pleasures some discomforts. Then it is really refreshing to remove every trace of dust and perspiration by using

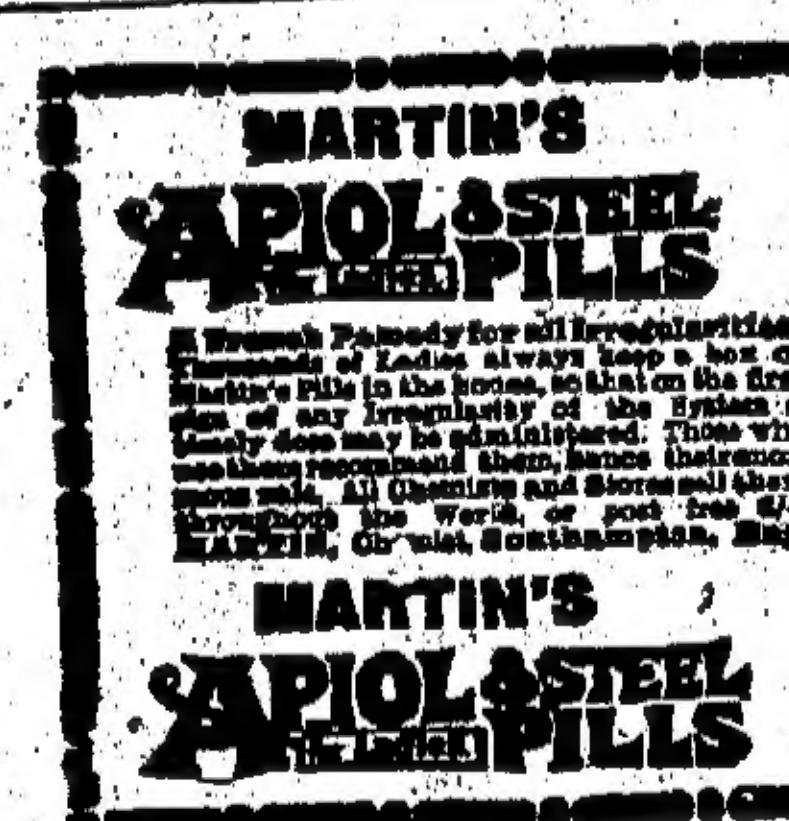
Calvert's
Toilet Soap

and any day it is a good soap to choose for ordinary toilet use. Pure and cleansing, pleasantly perfumed and antiseptic—for 10% crystal carbolic incorporated with it you will find it not only excellent for the skin and complexion, but also a protection against contagion.

Your local Chemist or Store
sells it in three tablet boxes.

F.C. CALVERT & CO., Manchester, Eng.

471-2



"We are no longer interested in, or affected even remotely by, coal and miners' strikes," said the proprietor of one of the largest box and packing case manufacturing plants in the whole of London to an *Express* representative who visited his works recently. "We get all the power we want on the premises for nothing."

The *Express* representative glanced round in bewilderment at the humungous developing 200-h.p. and the scores of men working busily at the whirring lathes, and speculated on the source of all this power.

"The entire power used in these works, which have an annual turnover of tens of thousands of pounds," said the proprietor, "is derived from one thing, and one only—the carbon from common wet sawdust, if air be excepted!"

A patent gas plant has now been placed on the English market capable of producing not only from sawdust, but from practically all combustible refuse, a gas greater in power and calorific value, and richer in hydrocarbons, than the producer gas from coal. And the cost of the new fuel for manufacturers who possess quantities of combustible waste refuse which they would otherwise have to destroy is practically nothing.

FREE OF COST.

"I have recently installed one of these plants," Mr. Clarke, of Messrs. Clarke & Co., Grove-road, Bow, who make hundreds of tons of waste sawdust, wood chips, and shavings in their business, told the *Express* representative, "and I can only say that I am delighted with it. I estimate that whereas my power was formerly derived from producer gas made from coal costing me about £5 a week, it will now cost me nothing at all."

"Since the coal strike began at least three of my friends have announced their intention of installing similar plants."

The plant used is known as the Eureka Patent Gas Producing Plant. Mr. G. E. Ligo, the London manager for Messrs. Salmon, Whittfield & Co., of Caxton House, Westminster, the sole manufacturers, described the new plant in detail to the *Express* representative.

"The plant itself," he said, "consists merely of a firebrick-lined generator of special design, with extended feeding hopper, tar extractor, and dry scrubber."

The fuel is fed into the generator through the hopper, and the gas generated passes upward through an ingeniously arranged gas washer, which, while cooling it, also extracts any small particles of dust which have been drawn out of the generator by the action of the engine and a certain portion of the tar which is present in most waste material.

All the tar which still remains in the gas is completely and effectively extracted by a rotary tar extractor, and the gas after passing through a purifier which finally removes all traces of dust or moisture, is ready for use for any power or heating purposes.

PRICES COMPARED.

The relative power costs per annum of the new plant to compared with the ordinary types of engines, and allowing in every case for depreciation, fuel, water, attention, oil, and so forth, are shown at a glance in the following table:

Cost of 50-h.p.

Type of Engine.	Fuel.	Cost per annum.
Steam.....	Ord. Coal.....	£400
Motor.....	Electricity.....	492
Gas Engine.....	Town Gas.....	387
Gas Producer.....	Anthracite.....	174
Eureka Gas Plant.....	Sawdust.....	Nil.

Manufacturers, again, who use this plant obtain as a waste from the waste plant at least 100 lbs. worth of good bark, at least 100 lbs. worth of good bark, every week, which will go towards paying the cost of the man to attend to the engine.

An engine capable of developing 100-h.p. and upwards costs about £200, and in most cases easily repays the initial outlay within twelve months. Hence the already large demand for these plants.

The following fuels may be used equally well in one of these plants:

Bark. Shavings. Sawdust. Tanning bark. Indian corn cobs. Straw. Sugar-cane refuse. Dried grass. Surface peat. Husks. Leaves. Wood chips. Manila waste.

The manufacturers of the new plant have recently received foreign orders from Jamaica (to produce gas from sugar-cane refuse), East Transvaal (yield scrub), British Columbia (sawdust), Japan, Australia, South America, and elsewhere.

GOLDEN HOPE RUBBER ESTATE
(LIMITED).

PROTEST AGAINST TAXATION.

The sixth ordinary general meeting was held at Cannon-Street Hotel, London, on the 2nd inst., Mr. James Anderthorpe presiding.

The Chairman moved the adoption of the report. The estate expenditure had, he said, gone up a great deal, partly owing to the larger crop, and rates generally had tended towards an increase. Tapping and scrapping cost about 2 cents per pound more than they did last year. The manager, Mr. Prior, accounted for this by the large proportion of trees tapped for the first time coming into the 12 months under review—namely, 27,460 out of a total of 80,314. The crop collected, 109,555lb., talking the weather into consideration, might be considered satisfactory. The prospects for the current year were, he thought, very encouraging. The price of rubber was being well maintained, and he expected to see Mr. Prior's estimate of 150,000lb. fully realized. Shareholders would observe that the board recommended that the sum of £1,000 out of profits be placed to reserve account, and he thought they would agree with him that that was sound policy.

134

ON SALE

AT THE
HONGKONG DAILY PRESS
OFFICE.

NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG

OR

WEST RIVER.

PRICE ONE DOLLAR.

Giving all the important towns en route
from CANTON to WUCHOW

WM. POWELL, LTD.

TELEPHONE 346.

DRAPEERS MILLINERS,
OUTFITTERS,
COMPLETE HOUSE
FURNISHERS, etc.

NEW ADDRESS,
12. DES VŒUX ROAD CENTRAL.

(Opposite their Old Premises).

Wm. Powell, Ltd.,

ENGLISH
RECORDS to be had

ONLY from
ROBINSON'S

\$1.50 EACH.

NOTE THEY ARE
DOUBLE-SIDED.

PARCELS ON APPROVAL.

94-2



of the
LONDON
MUSICHALLS.

WILKIE
BARD.
LITTLE TICH.
GEORGE FORMBY,
BILLY WILLIAMS,
GEORGE GROSSMITH,
ALBERT WHELAN,
WHIT CUNLIFFE.

MEN-OF-WAR ON THE CHINA
AND JAPAN STATION.

BRITISH

Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 i.h.p. Comix Lamb, C.I.L., Shanghai.

Astrea, 2nd class cruiser, 4,500 tons, 10 guns, 7,000 i.h.p., Captain E. La T. Leatham, Shanghai.

Atala, admiral tug, 615 tons, 1,400 i.h.p., Hongkong.

Bramble, gunboat, 710 tons, 900 i.h.p. Lieut.-Comdr. B. E. Frichard, Kinshing.

Briton, gunboat, 710 tons, 900 i.h.p., Lieut.-Comdr. W. H. Darwall, Hankow.

Cadmus, British sloop, 1,070 tons, i.h.p. 1,403, f.d. Commr. Hugh P. M. Williams, Hawk.

Cambria, 2nd class cruiser, 4,360 tons, 10 guns, i.h.p. 7,000, Capt. J. E. Drummond, Shanghai.

Cherry, water tank and tug, 390 tons, i.h.p. 340. Master W. Smith, Hongkong.

Clive, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. H. R. Veale, Canton.

Fame, torpedo-boat destroyer, 340 tons, fms. 5,700 i.h.p., Lt. Comdr. H. S. Monroe, Hongkong.

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain C. F. Corbett, M.V.O., Hongkong.

Ganges, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 i.h.p., Lieut.-Comdr. E. Bodiam, Whelhan, West River.

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 i.h.p., Lieut.-Comdr. Maxwell, Swatow.

Kent, armoured cruiser, 3,800 tons, 14 guns, i.h.p. 22,000, Capt. Allen T. Hunt, Hongkong.

Kings, river gunboat, 615 tons, i.h.p. 1,200, Lt.-Comdr. H. Murray, Hankow.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. F. C. C. Pasco, Surveying Duties.

Minotaur, armoured cruiser (disposal), Vice-Admiral Sir A. L. Wilson, R.C.B., C.V.O., C.M.G., 14,600 tons, i.h.p. 27,000, Capt. G. O. Cleary, Hongkong.

Mouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Capt. B. H. F. Bartlett, M.V.O., Colombo.

Moors, river gunboat, 180 tons, 2 guns, 4,000 i.h.p., Lieut.-Comdr. G. P. Leith, Whelhan, West River.

Newcastle, 2nd class cruiser, 4,800 tons, turbines, 22,000 F.D., Captain George P. E. Hunt, D.S.O., Shanghai.

Nightingale, river gunboat, 85 tons, 240 h.p., Lt.-Comdr. Malcolm Murray, R.N., Yangtze.

Otter, torpedo-boat destroyer, 325 tons, 6 guns, 6,300 i.h.p., Comdr. Seymour, Hongkong.

Pegasus, protected cruiser, 2,135 tons, i.h.p. 5,000, (7,000 F.D.), Comdr. F. H. Mitchell, Weihaiwei.

Prometheus, 3rd class cruiser, 2,135 tons, i.h.p. 5,000, Comdr. P. H. Warleigh, Hongkong.

Ribble, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt.-Comdr. E. J. G. Mackinnon, Shanghai.

Shah, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Alan Dixon, West River.

Rosario, depot ship for Submarines, 950 tons, i.h.p. 1,400, Lt.-Comdr. N. E. Archdale, Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. I. A. S. H. Hutton, Hongkong.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Maurice B. Leslie, Yangtze.

Tanar, torpedo-boat destroyer, 305 tons, i.h.p. 6,000, Lt.-Comdr. Brickett, Hongkong.

Tamar, receiving ship, 4,650 tons, 6 guns, Commodore Eyre, Hongkong.

Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lieut.-Comdr. Ron Gay Stefford, Ching-kiang.

Thistle, gunboat, 710 tons, 900 i.h.p., Lieut.-Comdr. H. B. N. Cottrell-Dormer, Hankow.

Uak, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt.-Comdr. B. V. Blunt, Hongkong.

Virago, torpedo-boat destroyer, 39 tons, 6 guns, 6,000 i.h.p., Lieut.-Comdr. Harold D. Adair-Hall, Hongkong.

Waterwitch surveying ship, 620 tons, 450 i.h.p., Lieut.-Comdr. F. A. Byrne, Hongkong.

Welland, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt.-Comdr. B. T. H. Chambers, Hongkong.

Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 6,900 i.h.p., Lieut.-Comdr. G. B. Hartford, Hongkong.

Wildcat, gunboat, 195 tons, 2 guns, 800 i.h.p., Comdr. M. H. Wilding, Kinshing.

Woodcock, gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. M. B. R. Blackwood, Yangtze.

Submarines:—

No. 37, Godfrey Herbert, Lieut.-Comdr.

No. 38, A. A. L. Fenner, Lieut.-Comdr.

No. 39, J. B. A. Codrington, Lieut.-Comdr.

T.B. 035, Lt.-Com. Woodward, West River.

T.B. 036, Lt.-Com. Murphy, West River.

T.B. 037, Lt.-Com. Nicoll, West River.

T.B. 038, Lt.-Com. Seymour, West River.

NOTICE TO KOWLOON RESIDENTS

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Sale daily at the following Stores:—

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CARRYING CARGO ON THROUGH BILLS OF
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Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

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S.S. "DUNERIC" ... 3,000 tons ... 1st Half May, 1912.
And regularly thereafter.
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Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
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PROPOSED SAILINGS.

FROM HONGKONG: FROM COLOMBO:
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THE BANK LINE, LIMITED,
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[42-43-44]

GOING HOME.

A HOLIDAY AT HOME AND A WAY TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of
California, of Colorado, and the fascinations of Niagara, San Francisco,
Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers,
of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water,"
Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra.
Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivaled opportunities,
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First Class accommodations are provided for £43 to London (return ticket £74)
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STEAMERS.	TONS	STARTING	1912
NILE	11,000	TUESDAY, 14th May,	at 1 P.M.
MONGOLIA	27,000	TUESDAY, 21st May,	at 1 P.M.
PERSIA	9,000	TUESDAY, 11th June,	at 1 P.M.
KOREA	18,000	TUESDAY, 18th June,	at 1 P.M.
SIBERIA	18,000	TUESDAY, 2nd July,	at 1 P.M.
CHINA	10,200	TUESDAY, 9th July,	at 1 P.M.
MANCHURIA	27,000	TUESDAY, 16th July,	at 1 P.M.
NILE	11,000	TUESDAY, 30th July,	at 1 P.M.

* INTERMEDIATE STEAMERS.

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KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

TELEPHONE NO. 141.

32

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PORE, PENANG, COLOMBO, SUEZ and PORT SAID	HITACHI MARU	7,000	WEDDAY, 8th Capt. T. Yamawaki May, at Daylight
VICTORIA, B.C., and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA...	MIYASAKI MARU	9,000	WEDDAY, 22nd Capt. T. Murai May, at Daylight
SEATTLE	SADO MARU	7,000	TUESDAY, 7th Capt. K. Asakawa May, at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE ...	INABA MARU	7,000	TUESDAY, 21st Capt. S. Tominga May, at 4 P.M.
BOMBAY via SINGAPORE, and COLOMBO ...	YOKOHAMA MARU	7,000	About 1st June, from KOBE
KOBE and YOKOHAMA	YAWATA MARU	6,000	FRIDAY, 10th Capt. T. Sekine May, at Noon
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	6,000	FRIDAY, 7th Capt. M. Tagi May, at Noon
SHANGHAI, MOJI and KOBE	BOMBAY MARU	7,000	MONDAY, 13th Capt. T. Noguchi May, at Noon
SHANGHAI and KOBE	KIRIN MARU	6,000	THURSDAY, 9th Capt. M. Deguchi May, at Noon

Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. ♦ Cargo only.

† Calling at Keelung.

NEW LINE OF STEAMERS BETWEEN KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE
FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE,
PENANG AND RANGOON.

The next steamer from Hongkong—

"TOTOMI MARU," 4,000 tons, Capt. A. Mockler, Saturday, 4th May.

1912 PASSENGER SEASON 1912

FOR EUROPE.

STEAMER	TONS	CAPTAIN	FROM HONGKONG
HITACHI MARU	7,000	T. Yamawaki	May 8th
MIYASAKI	9,000	T. Murai	May 22nd
KITANO	9,000	F. E. Cope	June 5th
IYO	7,000	R. Takeda	June 19th

FOR SEATTLE.

STEAMER	TONS	CAPTAIN	FROM HONGKONG
SADO MARU	7,000	K. Asakawa	May 7th
INABA MARU	7,000	S. Tominga	May 21st
KAMAKURA	7,000	K. Soeda	June 4th
TAMBA	7,000	S. Wada	June 18th

For further information, apply to—

REDUCED SUMMER RATES BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

Yokohama Return, Kobe Return, Moji Return, Nagasaki Return.

1st Class	\$135	\$122	\$108	\$95
2nd "	\$ 81	\$ 75	\$ 65	\$ 57

With option of Rail between Steamer's Calling Ports in Japan.

For further information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

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PHILIPPINES S.S. CO.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers, PHILIPPINES S.S. CO. [13]

STEAMERS

ARRIVE HONGKONG
FROM AUSTRALIA.

LEAVE HONGKONG
FOR AUSTRALIA.

EASTERN ... On 3rd May. On 26th May.

EMPIRE ... On 31st May. On 22nd June.

ST. ALBANS ... On 26th June. On 20th July.

INTERMEDIATE STEAMERS.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice. Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to GIBB, LIVINGSTON & CO., AGENTS.

361

SAN FRANCISCO

TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

ew Triple Screw Turbine Flyer—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHIYO MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

AND

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and

HONOLULU. Semi-tropical route—Daily tank bathing, croquet, baseball, dances and

free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE

The T.K.K. Liners connect at San Francisco with the palatial trains of the Western

SHIPPING

ARRIVALS.

ANDALUSIA, German str., 5,371, W. A. Arlett, 1st May.—Singapore 26th April, General—Hamburg-Amerika Line.
BULOW, Gorman str., 5,023, H. Formes, 1st May.—Bremen 20th March, General—Meichers & Co.
CARL DIEDERICHSEN, German str., 774, Ch. Jürgenson, 1st May—Hainan 30th April, General—Jehens & Co.
DAIGU MARU, Japanese str., 348, Y. Somukawa, 1st May—Tamsui 19th April, Amoy and Swatow 30th April, General—Osaka Shosen Kaisha.
DOVIE, Norwegian str., 733, F. Siguland, 1st May—Manila 28th April, Sugar—Order.
GUTHRIE, British str., 2,338, F. H. Gamble, 1st May—Sydney via Manila 28th April, General—Butterfield & Swire.
HAITAN, British str., 1,218, Reach, 1st May—Foochow, Amoy and Swatow 30th April, General—Douglas Landmark & Co.
KWANGHWA, British str., 1,227, Plunkett Cole, 1st May—Weihaiwei 25th April, General—Butterfield & Swire.
LYEMOON, German str., 1,233, Hellhoff, 30th April—Sagron 26th April, Rice and General—Order.
YERIMO MARU, Japanese str., 2,350, Yamaguchi, 30th April—Moj 24th April, Coal—Osaka Shosen Kaisha.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
May 1st.

BULOW, German str., for Yokohama.
CHENGMAI, German str., for Haiphong.
HUNAN, British str., for Swatow.
MUTTRA, British str., for Singapore.
NINGHOU, British str., for Saigon.

DEPARTURES.

May 1st.

CHONGMING, British str., for Canton.
CHILDAR, Norwegian str., for Manilla.
CHINA, Austrian str., for Straits.
HAIMUN, British str., for Swatow.
KUEICHOW, British str., for Canton.
KUMSANG, Chinese str., for Canton.
KWANGHWA, Chinese str., for Canton.
MATHILDE, German str., for Haiphong.
MUTTRA, British str., for Straits.
NAMFR, British str., for Straits.
RUBI, American str., for Manila.
SOSHU MARU, Japanese str., for Swatow.
SOSHU MARU, Japanese str., for Swatow.
SUNGKANG, British str., for Haiphong.
WASHING, British str., for Shanghai.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M.R. str. *Mongolia* left San Francisco on the 10th April, for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 7th May.

The T.K.K. str. *Nippon Maru* sailed from Honolulu on the 23rd April for Hongkong, and is expected to arrive at this port on the 14th May.

The T.K.K. str. *Tenyo Maru* sailed from San Francisco on the 24th April for Hongkong, and is expected to arrive at this port on the 25th May.

THE AUSTRALIAN MAIL.

The E. & A. str. *Eastern* left Manila on the 30th April, at 11 a.m., and is expected to arrive here on the 3rd May, at daylight.

The I.G.M. str. *Coblenz* left Yap on the 26th April, at 8 a.m., and may be expected here on or about the 3rd May.

The N.Y.K. str. *Nikko Maru* (Australian Line) left Thursday Island for this port via Manila on the 25th April, and is expected here on the 6th May.

THE CANADIAN MAIL.

The O.P.R. str. *Empress of Japan* arrived at Shanghai on the 24th April, at 3 a.m., and left again at 2 p.m. same day for Hongkong, where she is due to arrive on the 27th April, at 8 a.m.

THE MERCHANT STEAMERS.

The str. *Indramaya* left Singapore on the 27th April, p.m., and is due here on or about 3rd May, a.m.

The str. *Dilwara*, from Calcutta, left Singapore on the 29th April, p.m., and may be expected here on or about the 4th May.

The A.L. str. *Bohemia* left Singapore for this port on the 29th April, p.m., and will arrive here on the 4th May, a.m.

The str. *Gregory* (apart from Shanghai and Kobe) left Moji on the 29th April, p.m., and may be expected here on or about the 4th May.

The str. *Indramaya* passed the Suez Canal on the 4th April, and is due here on or about 6th May.

The str. *Glenesk* left Singapore on the 20th April, a.m., and is due here on or about 6th May, a.m.

The str. *Mogul* (Line str. *Lothian*) left United Kingdom on the 13th ult. for Hongkong via the Straits.

The str. *Glenesk* passed the Suez Canal on the 8th April, and is due here on or about 11th May.

The T.K.K. str. *Hongkong Maru* sailing from Callao on the 27th inst. for Hongkong, and is expected to arrive at this port on the 14th May.

The str. *Ceylon* left Suez on the 22nd April, and is expected to arrive here on or about the 20th May.

INDO-CHINA STEAM NAVIGATION CO., LTD. *Suisang*, from Calcutta, is due in Hongkong 7th May.

SHIRE LINE.

Monmouthshire, from London, is due in Hongkong 3rd June.

BRITISH INDIA STEAM NAVIGATION CO., LTD. *Fazilka*, from Rangoon, is due in Hongkong 7th May.

The str. *Muttra* is due here on the 28th from Japan, and leaves on the 28th for Rangoon via the Straits.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAME.	FLAG & BIG.	BRTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON	GLENFARG	Brit. str.	-	W. L. Hartnell	SHEWAN, TOMES & Co. ...	On 5th inst.
LONDON, VIA USUAL PORTS OF CALL	ORIENTAL	Brit. str.	-	A. L. Valentini	P. & O. S. N. Co. ...	On 11th inst. at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	PAHALAN	Brit. str.	-	C. R. Longdon E.N.E.	P. & O. S. N. Co. ...	About 15th inst.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	-	G. C. Cundy	JARDINE, MATHESON & CO., LTD.	On 19th inst.
LONDON & ANTWERP	GLENSTRAE	Brit. str.	-	Jas. McGillivray	SHEWAN, TOMES & Co. ...	On 31st inst.
LONDON, ROTTERDAM & ANTWERP	O. J. D. AHLERS	Ger. str.	k. w.	Gronau	HAMBURG-AMERICA LINER	On 4th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	ARCADIA	Ger. str.	k. w.	Luening	HAMBURG-AMERICA LINER	On 27th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	C. FRED. LAEISE.	Ger. str.	k. w.	Solmer	HAMBURG-AMERICA LINER	On 12th inst.
HAVRE, BREMEN & HAMBURG	SCANDIA	Ger. str.	k. w.	Knaus	HAMBURG-AMERICA LINER	On 7th June.
HAVRE, BREMEN & HAMBURG &c.	SACHEEN	Ger. str.	k. w.	Wagner	HAMBURG-AMERICA LINER	On 5th inst.
MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c.	HITACHI MARU	Jap. str.	2 m.	T. Yamawaki	NIPPON YUSEN KAISHA	On 8th inst. at D'light.
MARSEILLE, LONDON & ANTWERP	SITHONIA	Ger. str.	2 m.	Kotze	HAMBURG-AMERICA LINER	On 30th inst.
MARSEILLE, HAVRE & HAMBURG	SADO MARU	Jap. str.	2 m.	K. Asakawa	NIPPON YUSEN KAISHA	On 7th inst. at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	SEATTLE MARU	Jap. str.	2 m.	...	OSAKA SHOSEN KAISHA	On 16th inst. at 1 P.M.
VICTORIA, B.C. & TACOMA VIA JAPAN &c.	MEXICO MARU	Jap. str.	2 m.	...	OSAKA SHOSEN KAISHA	On 22nd inst. at 1 P.M.
TRISTEZA, VIA SINGAPORE, PENANG, COLOMBO, &c.	...	Ans. str.	2 m.	Sander	SWEDER, WIELER & CO.	On 19th inst. at 6 P.M.
TRISTEZA, FIUME, VENICE VIA SINGAPORE, &c.	E. F. FERDINAND	Ans. str.	2 m.	...	SANDER, WIELER & CO.	On 1st June.
MATOPPO	...	Am. str.	2 m.	Dormand	THE BANK LINE LTD.	About 1st inst.
EMPEROR OF JAPAN	...	Brit. str.	2 m.	...	CANADIAN PACIFIC R. CO.	On 13th inst. at 6 P.M.
MONTEAGLE	...	Brit. str.	2 m.	...	CANADIAN PACIFIC R. CO.	On 1st June, at 6 P.M.
CHITO MARU	...	Jap. str.	2 m.	W. Davison	TOYO KAIEN KAISHA	On 7th Inst. at Noon.
...	...	Am. str.	2 m.	W. W. Greene	PACIFIC MAIL SS. CO.	On 14th inst. at 1 P.M.
...	...	Am. str.	2 m.	...	PACIFIC MAIL SS. CO.	On 21st inst. at 1 P.M.
...	...	Am. str.	2 m.	...	MELCHERS & CO.	On 4th inst. P.M.
...	...	Am. str.	2 m.	...	BUTTERFIELD & SWIRE	On 8th inst. at 4 P.M.
...	...	Am. str.	2 m.	...	MELCHERS & CO.	On 18th inst. at 9 A.M.
...	...	Am. str.	2 m.	...	GIB, LIVINGSTON & CO.	On 25th inst.
...	...	Am. str.	2 m.	...	NIPPON YUSEN KAISHA	On 6th inst. at Noon.
...	...	Am. str.	2 m.	...	JARDINE, MATHESON & CO., LTD.	On 18th inst. at Noon.
...	...	Am. str.	2 m.	...	SANDER, WIELER & CO.	About 30th inst.
...	...	Am. str.	2 m.	...	MELCHERS & CO.	About 3rd inst.
...	...	Am. str.	2 m.	R. E. Takeda	NIPPON YUSEN KAISHA	On 9th inst.
...	...	Am. str.	2 m.	M. Yagi	NIPPON YUSEN KAISHA	On 8th inst. at Noon.
...	...	Am. str.	2 m.	...	TOYO KAIEN KAISHA	On 7th June at Noon.
...	...	Am. str.	2 m.	J. B. v. Damme John	JAVA-CHINA-JAPAN LINE	Quick despatch.
...	...	Am. str.	2 m.	E. Mconey	JARDINE, MATHESON & CO., LTD.	On 7th inst. at Noon.
...	...	Am. str.	2 m.	L. Jones	BUTTERFIELD & SWIRE	To-day.
...	...	Am. str.	2 m.	M. Deppenhi	NIPPON YUSEN KAISHA	To-morrow.
...	...	Am. str.	2 m.	G. S. Hohnwood	JARDINE, MATHESON & CO., LTD.	To-morrow, at Noon.
...	...	Am. str.	2 m.	C. C. Williams	BUTTERFIELD & SWIRE	On 4th inst. at M'night.
...	...	Am. str.	2 m.	M. Courtney	BUTTERFIELD & SWIRE	On 10th inst. at D'light.
...	...	Am. str.	2 m.	A. H. Stewart	NIPPON YUSEN KAISHA	On 6th inst. at D'light.
...	...	Am. str.	2 m.	J. W. Evans	JARDINE, MATHESON & CO., LTD.	On 6th inst. at 4 P.M.
...	...	Am. str.	2 m.	W. C. Passmore	BUTTERFIELD & SWIRE	On 6th inst. at 4 P.M.
...	...	Am. str.	2 m.	P. H. Wolfe	BUTTERFIELD & SWIRE	On 6th inst. at 4 P.M.
...	...	Am. str.	2 m.	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 10th inst. at 4 P.M.
...	...	Am. str.	2 m.	M. C. Smith	BUTTERFIELD & SWIRE	On 10th inst. at 4 P.M.
...	...	Am. str.	2 m.	Leask	SHEWAN, TOMES & CO.	On 19th inst. at 4 P.M.
...	...	Am. str.	2 m.	S. A. Crosby	JARDINE, MATHESON & CO., LTD.	On 20th inst.
...	...	Am. str.	2 m.	Bonham	SHEWAN, TOMES & CO.	About 1st June.
...	...	Am. str.	2 m.	Y. Nomura	JAVA-CHINA-JAPAN LINE	Quick despatch.
...	...	Am. str.	2 m.	J. M. Hay	NIPPON YUSEN KAISHA	On 13th inst.
...	...	Am. str.	2 m.	A. Moorer	JARDINE, MATHESON & CO., LTD.	On 6th inst. at Noon.
...	...	Am. str.	2 m.	J. E. Drake	DAVID SASSOON & CO., LTD.	On 6th inst. at 1 P.M.
...	...	Am. str.	2 m.	H. Chidley	JARDINE, MATHESON & CO., LTD.	On 10th inst. at Noon.
...	...	Am. str.	2 m.	F. Sembill	MELCHERS & CO.	On 4th inst. at D'light.
...	...	Am. str.	2 m.	E. de Catalano	MAGEBRIES MARITIMES	Middle of May.

SECTION 1. 2. 3. 4.

VESSELS ON THE BERTH.

RUSSIAN VOLUNTEER FLEET.

NOTICE.

FOR ODESSA.

THE Steamship
"YAROSLAVL,"
(due here on SATURDAY, the 4th May),
will very likely leave on the same day in the
AFTERNOON.
For Further Particulars, apply to
MELCHERS & CO.
Agents,
RUSSIAN VOLUNTEER FLEET,
Hongkong, 1st May, 1912. [54]

GLEN LINE (MCGREGOR, GOW & CO.
LIMITED

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE & YOKOHAMA	{ SYRIA Capt. R. A. Peters, ... } Capt. W. R. Hickey, ... } Capt. A. L. Valentine, ... }	About 8th May. About 9th May. Noon. 11th May.	Freight and Passage. Freight and Passage. See Special Advertisement. Speed 21 KNOTS, Displacement 21,000 TONS
LONDON via USUAL PORTS	OF THE LINE	15th May.	Freight and Passage.
LONDON and ANTWERP	VIA SINGAPORE, FE	PALAWAN	15th May.
VIA SINGAPORE, FE	NANG, COLOMBO, PORT SAID and MARSEILLES	Capt. C. R. Longden, E.N.E.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 30th April, 1912.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SWATOW, AMOY & SHANGHAI	HUNAN	On 2nd May, 4 P.M.
AMOY WEIHAIWEI, CHEFOO & TIENSIN	KUEICHOW	On 2nd May, 4 P.M.
SHANGHAI	CHENAN	On 2nd May, 4 P.M.
SHANGHAI	LINAN	On 4th May, Mid-night.
MANILA, CEBU and ILOILO	TEAN	On 7th May, 4 P.M.
SHANGHAI	CHINHUA	On 9th May, 4 P.M.
SHANGHAI	ANHUI	On 11th May, Mid-night.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL."

IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE.

MANILA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY } GUTHRIE On 8th May, 4 P.M.

and MELBOURNE }

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried and REDUCED FARES.

Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "TEAN" and "TAMING." ("ANHUL," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo en route.

Bill of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

TELEPHONE 36

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

BUTTERFIELD & SWIBB, AGENTS.

For Freight or Passage apply to— Hongkong, 1st May, 1912.

247

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine. FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP CAPTAIN LEAVING

"HAITAN" ...	Capt. J. S. Roach ...	FRIDAY,	3rd May, at 11 A.M.
"HAIYANG" ...	Capt. J. W. Evans ...	TUESDAY,	7th May, at 11 A.M.
"HAICHING" ...	Capt. W. C. Passmore ...	FRIDAY,	10th May, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

HAIMUN" ... Capt. A. H. Stewart ... SUNDAY, 5th May, at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPBAIK & CO., GENERAL MANAGERS.

Hongkong, 2nd May, 1912.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST DIRECT SERVICE TO TRIESTE,
VIL SINGAPORE, PENANG, COLOMBO, ADEN, SUZU and PORT SAID.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 19th May, 1912, 6 P.M.
S.S. "AFRICA," 8,870 tons, will leave as above on 19th June, 1912, 6 P.M.

TO SHANGHAI
S.S. "BOHEMIA," 7,900 tons, will leave as above on 5th May, 1912, Daylight.

Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap rates, Hongkong-Trieste, Venice, \$50 1st, \$35 2nd Class. No surtax, no tips, no inside Cabins, excellent cuisine. Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.

S.S. "PERSIA," 12,500 tons, will leave for YOKOHAMA and KOBE via SHANGHAI about 30th May.

S.S. "FE. FRANZ FERDINAND," 12,300 tons, will leave for TRIESTE, FIUME and VENICE, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUZU, PORT SAID, on 1st June.

These steamers are fitted with comfortable one class accommodation for saloon passengers. Cheap rates, Hongkong-Trieste, Venice £45, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & CO., Agents.

Hongkong, 1st May, 1912.

Princes' Building.

155

HAMBURG-AMERIKA LINIE
IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANS."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMeward.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. BAYERN ... 6th May.

S.S. ALESIA ... 24th May.

S.S. Segovia ... 4th June.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 29th April, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS

and the TWIN SCREW S.S.

"NIPPON MARU"

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Greene	TUESDAY, 7th May, NOON.
NIPPON MARU	A. G. Stevens	TUESDAY, 28th May, at Noon.
TENYO MARU	E. Bent	TUESDAY, 4th June, at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 25th June, at Noon.

The S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU on TUESDAY, the 7th May, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BYO MARU, HONGKONG MARU AND KIYO MARU

Between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
HONGKONG MARU	11,000	FRIDAY, 7th June, NOON.
KIYO MARU	17,500	TUESDAY, 6th Aug., at Noon.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSDA, AGENT,
King's Building (Opposite Blake Pier).

HONGKONG, CANTON, MACAO &

WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON, CANTON TO HONGKONG.

THURSDAY, 2ND MAY, 1912.

8 a.m. "HONAM,"

10 p.m. "FATSHAN,"

8 a.m. "HEUNGSHAN,"

5 p.m. "KINSHAN,"

10 p.m. "KINSHAN,"

8 a.m. "HONAM,"

5 p.m. "FATSHAN,"

10 p.m. "HEUNGSHAN,"

5 p.m. "KINSHAN,"

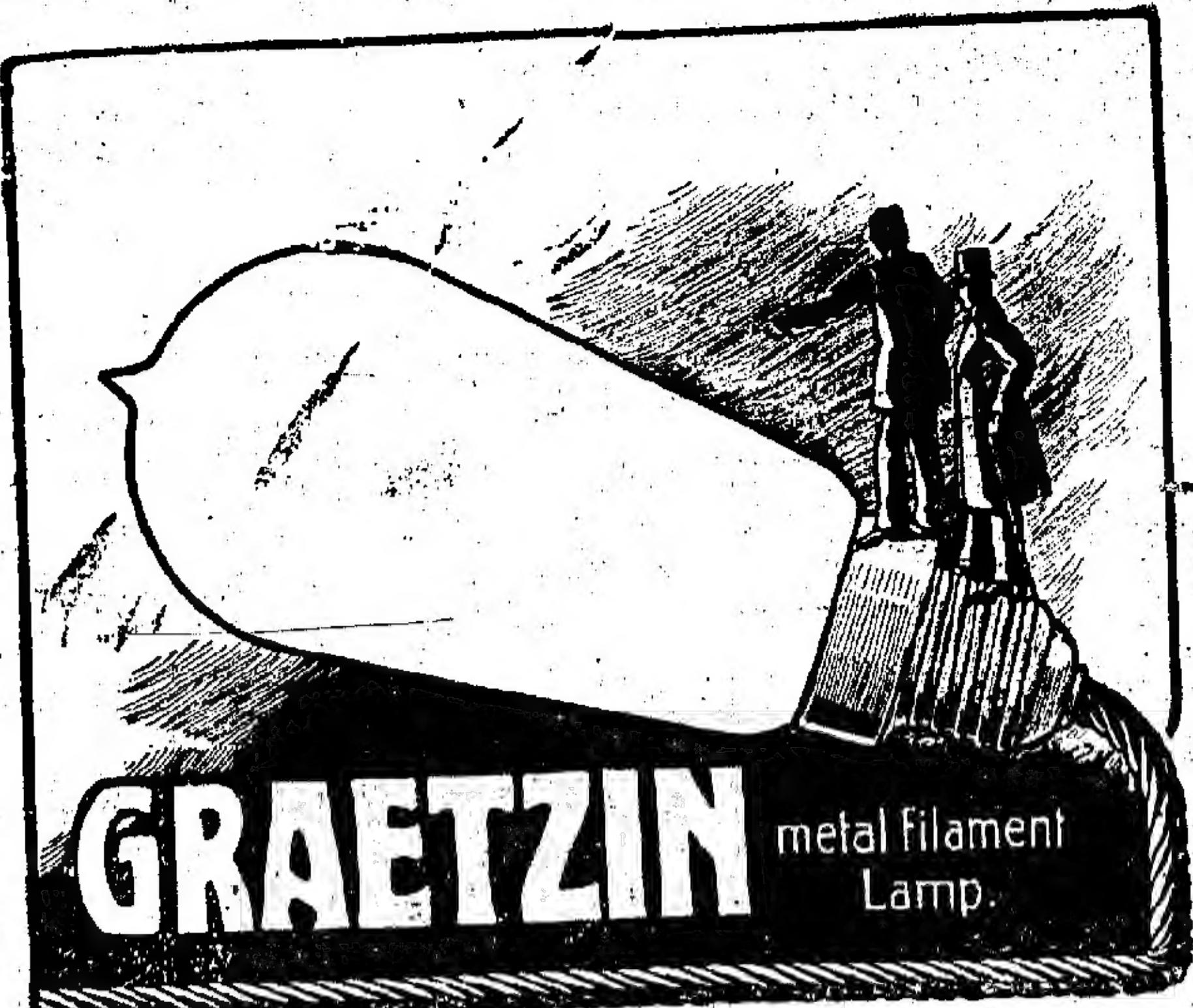
10 p.m. "KINSHAN,"

8 a.m. "HONAM,"

5 p.m. "FATSHAN,"

10 p.m. "HEUNGSHAN,"

5 p.m. "KINSHAN,"



ONE Price for 16, 25, 32 and 50 c.p.: \$0.85

REBATES FOR RETAILERS AND HOTELS!

70 Saving in Current 70%

Large Stock due here in about a fortnight.

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 26th April, 1912.

CH. WEISS, TROSSINGEN.
WEISS'S MOUTH ORGANS

ARE THE BEST!

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 26th April, 1912.

[48-21]



Sole Representative for Hongkong and South China
Hugo C.A. Fromm, Hongkong.

Hongkong, 26th April, 1912.

[48-22]

POST OFFICE NOTICE

Only fully prepaid Letters and Post Cards are transmissible by the SIBERIAN ROUTE TO EUROPE.
Letters for this route should be superscribed via SIBERIA.

The Parcel Post system to the following places in China is for the present suspended: Huoch, Hunan and Tengyueh.

The Surface, with the Siberian Mail, is due to arrive here on Sunday, the 5th inst.

FOR	PER	DATE
Hoihoi and Pathai	Thurday, 2nd, 9.00 A.M.	
Shanghai, North China and Japan via Kobe	Thurday, 2nd, 9.00 A.M.	
Philippines Islands	Thurday, 2nd, 9.00 A.M.	
Churruca	Thurday, 2nd, 9.00 A.M.	
Halvard	Thurday, 2nd, 10.00 A.M.	
Amoy and Siam	Thurday, 2nd, 11.00 A.M.	
Tymaki	Thurday, 2nd, 1.15 P.M.	
Sui Tai	Thurday, 2nd, 3.00 P.M.	
Kueichow	Thurday, 2nd, 3.00 P.M.	
Hunan	Thurday, 2nd, 3.00 P.M.	
Chenan	Thurday, 2nd, 3.00 P.M.	
Haitan	Friday, 3rd, 10.00 A.M.	
Tyloftan	Friday, 3rd, 11.00 A.M.	
Waishing	Friday, 3rd, 11.07 A.M.	
Sui Tai	Friday, 3rd, 1.15 P.M.	
Lindudden	Friday, 3rd, 4.00 P.M.	
Yuenong	Saturday, 4th, 1.00 P.M.	
Sui Tai	Saturday, 4th, 1.15 P.M.	
Tungus	Saturday, 4th, 4.00 P.M.	
Choyang	Saturday, 4th, 5.00 P.M.	
Linan	Saturday, 4th, 5.00 P.M.	
Letters	Saturday, 4th, 5.00 P.M.	
Bohemia	Saturday, 4th, 5.00 P.M.	
Daiji Maru	Saturday, 4th, 6.00 P.M.	
Haimun	Sunday, 5th, 9.00 A.M.	
Hopsang	Sunday, 5th, 9.00 A.M.	
Minnesota	Monday, 6th, 11.00 A.M.	
Haiyan	Monday, 6th, 11.00 A.M.	
Chipping	Tuesday, 7th, 10.00 A.M.	
Sado Maru	Tuesday, 7th, 10.00 A.M.	
Letters	Tuesday, 7th, 11.00 A.M.	
Printed Matter, and Samples	Registration, 10.15 A.M.	
Letters	Registration with late fee of 10 cents, up to 11.00 A.M.	
Registration	B.O. at 9.30 A.M.	
Letters	No late fee	
Letters	11.00 A.M.	
Printed Matter, and Samples	Registration, Kowloon	
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